

Minutes of the ILS Board of Directors

October 8, 2019 6:30 PM Brat Stop

Attendance: Mark Heinert, John Kirk, Tim Brannam, Mick Schroeder, Mike Malueg, Mike Neau

- **The Annual Awards Banquet will be held on December 7th, 2019 at 1175 Sports Park and Eatery - 22840 Durand Ave, Kansasville, WI (this is the weekend before PRI)**
 - Mike N will take care of details securing facility and menu
 - Cost will be \$25 per person
 - Tim volunteered to be the MC
 - Tim to check on trophy sponsors
 - Tim needs Hoosier jacket sizes from Mike Neau and Kevin Douglas
 - Point fund reported from Kim at ~\$2,000
 - Tim to verify Hoosier money (~\$1,500)
 - 13 drivers point fund eligible – 15,568 total points = ~\$0.22 paid per point
 - Annual awards are as follows:
 - Champion Mike Neau
 - Rookie of the Year Kevin Douglas
 - Hard Charger Mark Heinert
 - Most Improved Driver Ron Brannam
 - ILS Spirit Award Max Brannam
 - Above and Beyond Mike Neau
 - Door Prize Contact Assignments are as follows:
 - HRP John
 - Force 1 (BJ) John
 - Speedway Mick
 - Hyper Racing Mick
 - Eagle/EMI Mick
 - Performance Products Mick
 - Rod End Supply Mick
- **Open board positions – all 5 plus alternate up for election – will need to solicit nominations before the next membership meeting in November**
 - John and Mick's terms are up
 - Mike Neau's spot was the alternate position, elected yearly
 - Mark plans to resign with 2 years left on his term
 - Tim plans to resign with 1 year left on his term
 - Mike Malueg plans to resign with 1 year left on his term

Will need to stagger the election terms so the whole board isn't up for re-election again in 3 years. Will have to figure this out either before or after the election

- **Review of season – what went well/what didn't, etc.**
 - Doubleheader weekends should be avoided going forward
 - Beaver Dam order of events issue – minimal time given to us between heats and feature last 2 years
 - John to reach out to Larry Hillerud to see if something can be done – simply switching the legend feature and lightning sprint feature would address the issue but track refused
 - Should we just not go back to BD? Fear may be we would then lose the Wilmot show
 - Hot lap/qualifying issues – group sizes, track conditions between 1st and last group, speed differences between some drivers, and poor ability to spread out
 - Look at lining up qualifying groups by points next year
 - No more than 8 cars per group (provided track/Steve agree)
 - A pill draw each week (1, 2, or 3) could determine order the groups will qualify in to vary that each week as well
 - Need to determine how to handle first 1-3 weeks at the start of each season if this method is chosen
 - Alternative to qualifying would be to just use hot laps as strictly hot laps and then pill draw plus passing points for the heats
 - Will need to discuss at next membership meeting and then again with Steve at a future rules meeting with IRA to make sure everyone is on board
 - Pace laps/yellow flag laps too slow
 - Faster pace may help improve our starts
 - Need to reiterate throughout year
 - Advise Dave/race director to instruct pole car to pick up pace if deemed too slow
 - Mike M has tire purchase numbers from outside of Steve's business that we can share with Steve/Hoosier in an attempt to better the points fund money from Hoosier going forward.
 - What can be done to increase car counts? Should we race less? Should we eliminate the throw out or add more throw outs? Would love to hear from the casual racer as to what would make them show up more frequently and why they only show up to a few shows each year

- Talked about having the senior drivers providing some type of maintenance program/checklist of what we do to keep our cars on the track all year with no/minimal issues to give to new drivers to help eliminate some issues that could potentially keep cars away from the track
- Tech is still an area the club needs to improve on
 - Mike M was really upset about lack of participation by IRA with respect to fuel testing. Samples were supposed to be taken this year, but never were – Mike N to follow up with IRA official to get better understanding of capabilities and why this happened this year
 - Supposedly IRA guaranteed us ~\$100 a night for help with tech, but we haven't seen that help. Perhaps Tony Jenkins can help at Wilmot going forward. Areas to focus on would be:
 - Scope inspection
 - Shifting through all gears
 - Check charging system
 - Verify RR tire
 - Tire durometer
 - Wheel base measurement
 - Wing measurements
 - Fuel samples/testing
 - While tech inspections were done this year (besides weight) – we still have a long way to go and need to do a better job communicating to club members that inspections were done
- **How were complaints handled this year – how to handle going forward?**
 - Discussed the accusations of rough driving and safety concerns from earlier in the year and how immediately coming to a board member who was also in the race with a complaint isn't the preferred way to voice your concern.
 - The board gave the authority to the competition director to make calls as to “on track” events
 - Mike N mentioned the CLS and their “conflict resolution form” – Mike will contact them to learn more and how it works
 - Verbal abuse/unsportsmanlike conduct towards the board, other competitors, and/or track officials should not be tolerated and we should perhaps look into strengthening the boards position on that by creating “non-performance infractions” where suspension and points/pay forfeiture would be the punishment
- **Potential Rule changes were discussed**
 - Suggested to make drag link tethers a strongly recommended accessory in the rules

- Make speeding in the pits a \$25 fine on top of the possibility to be parked for the remainder of the night
- Talked about adding additional RR tires to approved list as other clubs use SP-4, USAC Spec 80 and 84 as well. Thought there was no need to change anything
- Talked about potentially going to a Hoosier 4 corner rule in hopes to get more point fund money, but the result would be minimal for the club with higher expenses for each driver
- Talked about maybe increasing the min weight from 925 to 950 to align with all the other clubs – didn't really get into this, will address at membership meeting
- Change verbiage in rule book to clarify that in order to be scored (and paid) for a race, driver must take a green flag.
- Talked about adding a 2 year minimum production rule for engines before they are legal for ILS competition – this aligns with other clubs
- Helmets – update to SA2015 minimum (only 3 drivers had 2010 helmets in 2019)
- Clarifying the definition of a complete race versus incomplete race
- **ILS Membership meeting scheduled for Saturday, November 10th at 2pm at Fec's Place**
 - Elect new board
 - Discus proposed rule changes
 - 2020 race schedule
 - Steve/Dave/Tony should be invited, but not necessary
 - Any potential new members should be encouraged to attend
- **Will need to schedule meeting with the new board and Steve post membership meeting to align on rules/procedures etc. going forward**